

tricts of, Dover.

In addition, it would enhance the transportation system's ability to provide an artery for a high-tech industrial site being sought for just north of that location.

"With the city's desire to develop the Garrison farm along (Del.) 1 at White Oak Road, the entire area will be opened to transit," Mr. Cook said.

"When you add it all up, drivers will be able to get to any place in the city in a very convenient manner. It will be better for all of us."

The final phase of the project will be bidding and construction on the last leg of Del. 1, the stretch of roadway to go from Fieldsboro to Smyrna.

"We anticipate completion of our full (Del.) 1 efforts in the year 2003 or early 2004," Secretary Canby said.

Businesses watching development

By **Diane Cook**

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DOVER — An alliance of business owners and managers are keeping an eye on construction of Del. 1's Puncheon Run Connector.

The original plan called for this stretch to be a limited access highway and service road, according to John W. Whitby Jr., president of Kent County Motor Sales on U.S. 13 near Camden.

"We were concerned about getting in and out and about customer convenience," Mr. Whitby said.

So, about 15 years ago, the 15-member South Route 13 Business Coalition joined forces and managed to facilitate a change of plans. The reconfigured Puncheon Run Connector is the result of their efforts.

"The most recent configuration calls for this stretch of 13 to remain just like it is, four lanes with option to go to six and no limited access and service road," Mr. Whitby said.

The coalition is inactive, but it still exists.

"It's inactive now because the primary job has been completed. But we continue to be alert to potential changes," he said.

Townsend Brothers Chevrolet, which is north of Kent County Motors on U.S. 13, is part of that coalition.

Jeff S. Townsend, president of Townsend Brothers, said the nearby road construction is having some affect on the way he's doing business.

"We wash our cars a lot. It sure does stir up the dirt," he said. "In all fairness, I think they (DelDOT crews) try to keep dirt down to a minimum."

Regardless of the dirt, the connector will boost the local economy as long as customers have access to businesses from the highway.

"I think it will be a boost because it will bring that many more people by, unless traffic is so heavy they can't make the turns. Then there's talk about adding additional lanes," Mr. Townsend said.

In general, the Puncheon Run Connector will complement the Scarborough Road Exchange by removing some of the routine traffic from U.S. 13, said Allen S. Hedgecock, executive director of the Central Delaware Chamber of Commerce.

"Anything that improves the quality of traffic on U.S. 13 will improve the quality of business," Mr. Hedgecock said. "The next thing is to get the trucks onto (Del.) 1 and that may take legislation next year."

Mr. Hedgecock suggested consideration of incentives and reduced tolls for truckers using Del. 1. These would have to be authorized by the General Assembly, he said.

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